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(LISTED BELOW)

SUPPLEMENT TO  
REPORT NO.

THIS IS UNEVALUATED INFORMATION

1a. The "Chelyabinsky Tractorny Zavod" (Chelyabinsk Tractor Plant) was located about 3 km east of the town center of Chelyabinsk (55°10'N/61°25'E) and about 400 meters north of the Chelyabinsk - Kurgan (55°24'N/65°17'E) railroad line. The plant designation was "Kirovsky Plant" until 1949 when the use of this name was prohibited. The trademark, the letter "K" within a gear wheel, remained unchanged.

2. The plant produced tanks during the war. After 1946 tank production was considerably restricted in order to increase tractor production. Expansion work was not observed in the plant. Power was supplied from outside. The location and designation of the power plant was not known. \*

3. The chief production item of the plant was the SS-80 tractor. In 1946 about 10 units were produced daily. A daily average of 60 units was ordered for 1947. 25X1  
However, the actual daily production amounted to only 30 to 40 units. An average daily production of 50 units was reached in 1948 and 1949, although the production rate was not uniform. The daily output averaged 75 tractors at the end of the month and was only 40 at the beginning of the month. According to [redacted] the daily average set for 1949 was 60 tractors. Shortages occurred in the supply of crankshafts, oilpans and high-quality small parts for the assembly of tractors. Also incoming shipments of finned radiators (Kuehlerlamellen) were irregular. \*\*

4. [redacted] the JS-3 model tank was built. Estimates of the daily output varied between 2 and 6 tanks. [redacted]

did repair work on tanks.

5. No information was available as to the origin of incoming raw materials. The scrap supply for the foundries was ample and consisted of tank parts and structural steel parts. [REDACTED]

about 15 railroad cars loaded with new tank turrets and tank guns. According to Soviet information the tank turrets came from a factory south of this plant.

gerat), was delivered from the tractor plant to this factory. \*\*\*

## CONCLUSION

[illegible]

**No Change in Class.** ☒

☐ Declassified

Class. Changed To: TS S C

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*Available*

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7. The plant was surrounded by a wooden fence and guarded by civilian armed militia. Red Army soldiers were also occasionally detailed to security service in the plant.

[redacted] This sketch essentially agrees with the previously known information. The sketch in Annex 2 was based on information [redacted]

\*\*\* Comment. The information regarding tank production has been confirmed. It was determined that only heavy tanks were built and that the plant no longer produces the medium tanks and self-propelled guns which they produced during the war. The factory supplying tank turrets located south of the tractor plant is produced shells and tank turrets in addition to agricultural implements.

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**Attachments:** Two

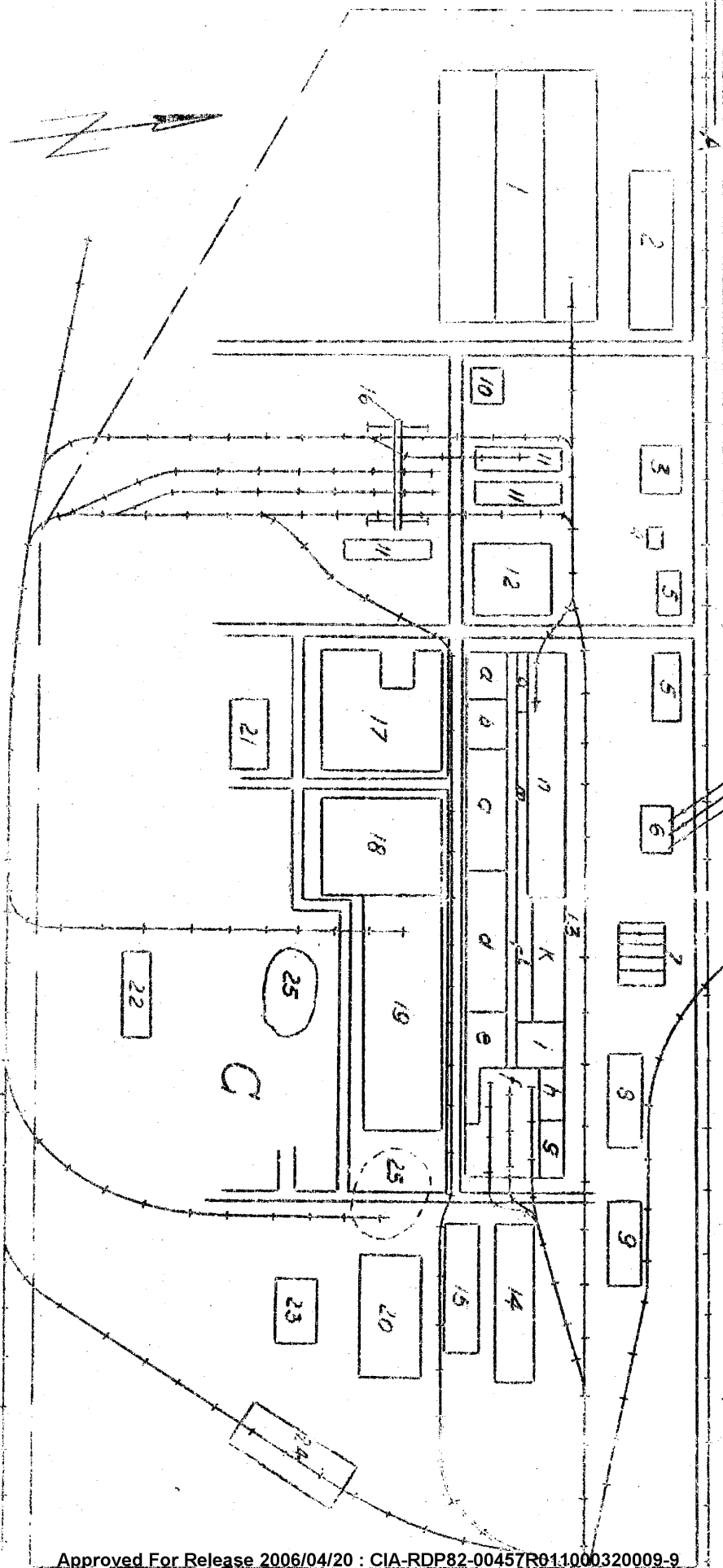
1. Layout sketch of the tractor plant in Chelyabinsk.
2. Layout sketch of the tractor section of the plant.

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LEGEND: See next page

Layout of Tractor Plant in Chelyabinsk



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Attachment 1

Legend:

- A. Highway and streetcar line to the town center of Chelyabinsk.
- B. To the Chelyabinsk-Kurgan railroad.
- C. Chelyabinsk Tractor Plant.

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- 1. Tank assembly shop "MCH3" (sic) strictly guarded by Soviet Army soldiers. (Possibly MSNZ ? or MCHz ?)
- 2. Six-story building, new structure, which looked like an office building but could also have served as fine mechanical (Feinmechanischer) workshop.
- 3. Water basin.
- 4. Office building.
- 5. Administration building.
- 6. Transformer station, an open-air installation.
- 7. Sal ammoniac factory and dump.
- 8. and 9. Fuel, oil and grease dumps.
- 10. Automobile garage.
- 11. Material warehouses.
- 12. Tool shop and fine mechanical workshop for fittings.
- 13. Tractor section for the production of component parts and assembly.
- 14. Caterpillar track department.
- b. Mechanical Department 11 (IK 11), hardening shop for small parts.
- c. Tractor engine department, partial production and assembly.
- d. Chassis department, manufacturing of wheels, bogie wheels, bolts, gear wheels and small parts. The number of employees totaled about 900 men for all three shifts.
- e. Mechanical Department 10 (IK 10) and gear department. Screws, bolts and small parts were manufactured in this department.
- f. Frame welding department.
- g. Workshop No 700, sand-blast department.
- h. Galvanizing department.
- i. and k. Production of crankshafts, connecting rods and shafts for tractors and tank engines.
- l. Assembly line for the assembly of tractors.
- m. Cold-punching departments No 1, No 2 and No 3. Construction of radiators and pressed pieces. The equipment of one cold-punching department included 15 large punches, 6 shears, 6 hydraulic presses, 5 semi-automatic drilling machines, and a large number of bending machines.

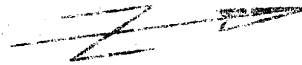
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- 25X1
- n. Workshop "off limits" to PT's. Completed tank engines were loaded and shipped in this department.
  - o. Parking area for completed tractors.
  14. Workshop building, the use of which was not known. It was rumored that component parts for tanks or tank engines were built in this workshop.
  15. Allegedly a lathe department [REDACTED] However, 25X1  
[REDACTED] this department also was used to produce component parts for tanks or tank engines.
  16. Large crane installation.
  17. 18. 19 and 20. Forge, steel foundry, grey iron foundry and workshops, all "off limits" to PT's.
  21. Heating plant equipped with four boilers.
  22. Building with 6 or 8 smokestacks, use not known.
  23. Pattern-making shop.
  24. Lumber storage.
  25. Scrap piles.

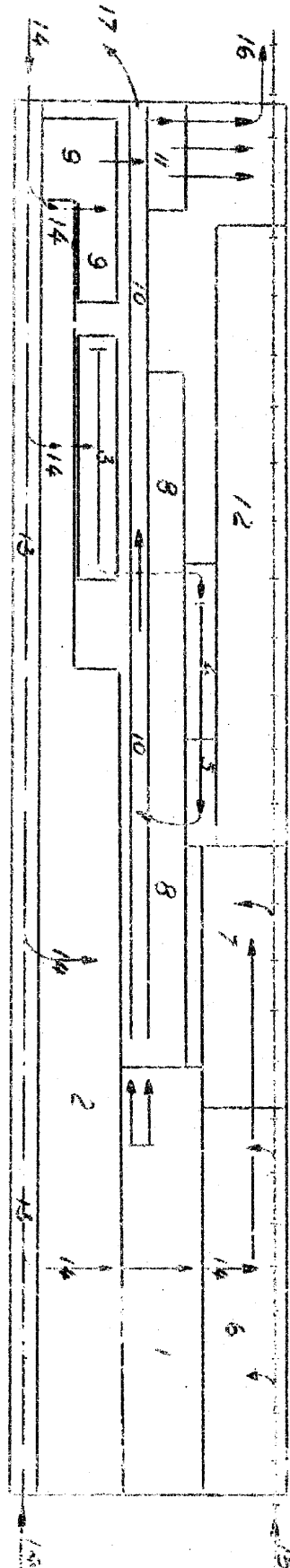
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Attachment 2



LEGEND : See next page

Layout of Interior Section of Injector Plant in Cheyenne



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attachment 2

25X1

Legend:

1. Frame department.
2. Cutting and shaping departments for chassis, engines and gears.
3. Assembly of cylinder blocks.
4. Final assembly of the engine.
5. Engine test stands.
6. Finishing of castings.
7. Manufacture of crankshafts, shafts and valves for tractors and tank engines.
8. Punching departments.
9. Caterpillar track department.
10. Assembly line for the assembly of tractors.
11. Parking area for completed tractors.
12. Assembly of tank engines.
13. Additional rooms, offices, tool rooms and material warehouse.
14. Route for incoming truck shipments of raw material and semi-manufactured products.
15. Route for incoming rail shipments of castings
16. Exit for rail shipments of completed tractors. Also the tank engines were observed at this place.
17. Exit route of occasional Gs-30 tractors which were equipped with a road scraper. (Planierungsgeraet).

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